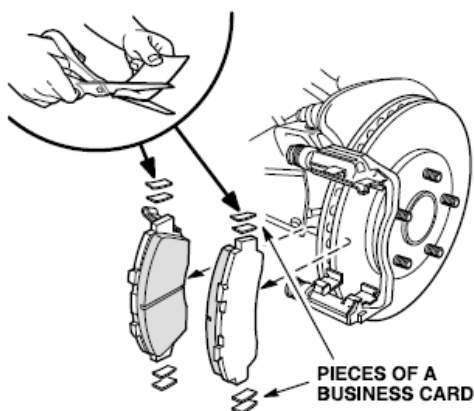


Brake Click Is Normal

On any Honda vehicle, clearance between the brake caliper brackets and the ends of the brake pad backing plates can cause the pads to hit the caliper brackets when you first apply the brakes in a new direction of travel (for example: backing up, applying the brakes, then driving forward and applying the brakes). The clicking you hear is a *normal* characteristic of the brake system; the clearance is there to allow for heat expansion and/or corrosion of the pads. But if your customer doesn't want to take your word on that, here's how you can convince them:

Remove the pads from the caliper brackets, and shim the ends of the backing plates with a cut-up business card until you can reinstall the pads snugly in the brackets. Have your customer drive the vehicle, and if they can't hear any clicking, you've proven your point.



Don't worry about removing the pieces of business card; they'll get pulverized and fall out by themselves after a short time.

Engine Oil Consumption: '00-01 S2000

The '00-01 S2000 has an engine that, due to its high performance nature, can consume a quart of oil in 1,000 miles when driven at high rpm. And during the first 600 miles (its break-in period), the engine may consume even more oil. Make sure you remind your customers to check the engine oil level *every* time they fill the fuel tank, and if they need to add oil, use *only* 10W-30 grade for optimum fuel economy and year-round protection. Have them refer to pages 119 and 155 in their owner's manual for details.

Because the dipstick goes through the cylinder head, oil draining back into the oil pan can wet the dipstick and give deceptive readings. So when checking the engine oil level, make sure you look at *both* sides of the dipstick, and use the *lowest* reading.

Honing Fiber-Reinforced Metal Cylinders

All S2000s and '90 and later VTEC and Si Preludes have cylinder liners made with fiber-reinforced metal (FRM). You don't need to hone FRM cylinder liners unless the cylinder has deep vertical scratches that run the full length of the bore. But if the cylinder liners have light-colored spots or flaking, you *must* replace the engine block.

If you need to hone FRM cylinder liners, follow these guidelines:

- Use *only* a rigid hone (not a ball hone) with GC-600-J or finer honing stones for nonferrous metals. Make sure you use an oil type honing lubricant.
- Keep the pressure between 200 and 300 kPa (2 and 3 kg-cm², 29 and 43 psi). Hone between 45 and 60 rpm using a 60-degree cross-hatch pattern.
- Do *not* hone more than 20 cycles. Clean the honing stones every five cycles.
- After you're done honing, thoroughly clean the engine block of all metal/abrasives. Wash the cylinder bores with hot, soapy water, then dry and oil them immediately. *Never* use solvent; it will only redistribute the grit on the cylinder walls.
- It's OK to have some light vertical scoring and scratching of the cylinder bores if it isn't deep enough to catch your fingernail, and if it doesn't run the full length of the bore. But if the scratches are too deep, bore and hone the cylinders to the next oversize specification.

Wind Noise From Roof Rack: '99-01 Odyssey

On '99-01 Odysseys, the roof rack cross bars can cause wind noise or a buffeting noise from the rear of the vehicle when driving at highway speeds. If you suspect the cross bars are causing the noise, remove the cross bars, and test-drive the vehicle. If the noise goes away, replace both cross bars with the appropriate cross bar set. Here's the ordering info:

Cross Bar Set ('99-01 Odyssey EX Models):
P/N 08L04-S0X-101F, H/C 6663637

Cross Bar Set ('99-01 Odyssey LX Models):
P/N 08L04-S0X-100H, H/C 6694657

When you install the cross bar set, make sure you face each cross bar with its *rounded* edge toward the *front* of the vehicle and its *tapered* edge toward the *rear* (just like an airplane wing).